

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL TRANSPORTATION SUBCOMMITTEE JOINT MEETING
WITH THE REGIONAL COUNCIL EXECUTIVE COMMITTEE
AND THE GOVERNOR'S TRANSPORTATION VISION 21 TASK FORCE

March 21, 2001
MAG Office - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Elaine Scruggs, Vice Chair, Glendale
Mayor Ron Drake, Avondale
Mayor Cynthia Dunham, Gilbert

Mayor Bill Arnold, Goodyear
* Supervisor Jan Brewer, Maricopa County
* Roc Arnett, State Transportation Board

*Those members not present.

Regional Council Chairman Skip Rimsza called the joint meeting of the Regional Council Executive Committee, the Regional Council Transportation Subcommittee and the Governor's Transportation Vision 21 Task Force to order at 11:10 a.m. He stated that discussion on agenda item #3 would take place until Task Force members arrived.

3. Update on Regional Council Chairman's Efforts to Discuss the Need for Statewide Transportation Funding

This agenda item was taken out of order.

Chairman Rimsza stated that he recently attended a meeting of mayors and supervisors in Northern Arizona to discuss the concept of a statewide sales tax. At the meeting, he presented the numbers and dollars that the tax could raise statewide and in Maricopa County. Chairman Rimsza stated that he told them about previous MAG discussions about the inability of the gas tax to raise sufficient revenue for transportation needs. Chairman Rimsza noted that the sales tax rates in rural areas are higher than in urban areas. He mentioned their concern that to them, the sales tax would be a half cent increase, whereas for this region, the tax would be an extension. Chairman Rimsza stated that the attendees indicated that they share the same viewpoint on the need to be specific on projects. Chairman Rimsza expressed his feeling that voters will not support broad categories. He indicated that pavement preservation is an important component.

Mayor Keegan asked if there had been discussion of gas tax revenue. Chairman Rimsza noted that the gas tax does not bring in as much revenue as a sales tax would.

Chairman Rimsza stated that the best strategy is to go forward with a single funding source. Mayor Hawker asked the time frame. Chairman Rimsza replied that the target date for the ballot is November 2002, which would allow for a reassessment in 2004 if it does not pass. He noted that rural constituents do not appear to support the tax and expressed that he did not feel optimistic at this point.

Mayor Scruggs asked what would be the ideal approach to move the election forward in 2002. Chairman Rimsza stated that the ideal model would be for each county to submit a prioritized list of projects after a thorough discussion with ADOT. The cash flow required to fund the projects could be estimated and balanced against the revenue from the proposed tax. Chairman Rimsza stated that he had not seen a project list. He commented that opponents attack if a plan is not in place. Mayor Scruggs asked how the process could be energized. Chairman Rimsza stated that governance is important when things are not specific, but is less important when things are specific. He stated that regions have an idea of their priorities. Mayor Scruggs commented on an exploratory group that could determine if there is enough reason to proceed.

Marty Shultz joined the meeting. He stated that Sharon Megdal was on her way from another meeting. Chairman Rimsza stated that the meeting would proceed with a presentation by James M. Bourey.

Mr. Bourey stated that the Roads of Regional Significance concept was adopted by MAG a number of years ago. He displayed a map of the Roads of Regional Significance in the MAG region. Mr. Bourey stated that the Task Force was examining implementing responsibility for Roads of Regional Significance. He displayed a chart that showed the peak period speeds on streets and highways and the funds needed to upgrade the Roads of Regional Significance to provide an increase in peak period speeds. Mr. Bourey stated that this upgrade would amount to more than \$2.5 billion to achieve minimal mile per hour increases. Mr. Bourey stated that a report on the Alternative Transportation Governance Structures prepared for the Task Force was at each place. Chairman Rimsza thanked Mr. Bourey for his report and asked Transportation Subcommittee Chairman Keno Hawker to call the Regional Council Transportation Subcommittee meeting to order.

1. Call to Order

This agenda item was taken out of order.

The meeting of the Regional Council Transportation Subcommittee was called to order by Chairman Keno Hawker, Mesa, at 11:30 a.m.

2. Approval of January 16, 2001 Meeting Minutes

Chairman Hawker asked for a motion to approve the minutes of the January 16, 2001 meeting. Mayor Arnold moved, Mayor Drake seconded, and it was unanimously carried to approve the minutes of the January 16, 2001 Regional Council Transportation Subcommittee meeting, as written.

4. Governor's Transportation Vision 21 Task Force Update

Mr. Shultz stated that the Task Force was formed by an Executive Order. Their charge was to examine state and regional transportation systems, with a focus on multi-modalism, and to recommend processes, guidelines and expenditures throughout the state. Mr. Shultz stated that the Governor did not appoint elected officials to the Task Force, although there was involvement by elected officials in the process. Mr. Shultz noted that there may not have been sufficient time for review of the Task Force recommendations by the mayors. He reviewed the process by which the Task Force made its recommendations on planning and programming, governance and needs, resources and revenue. Mr. Shultz stated that the Task Force was assisted by the consultant firm Booz Allen and Hamilton. Approximately 10,000 projects are in the database, which is currently evolving.

He mentioned that existing studies were used in the Task Force studies. Mr. Shultz noted that datasets used throughout the state are not standard. He stated that the Task Force used MAG's Life Cycle Program as a model in their study of expenditure performance monitoring. Mr. Shultz noted that the Program is not used statewide.

Mr. Shultz stated that the Governance Committee will report their findings to the entire Task Force on Thursday, March 22, 2001. He noted that any decisions made will still need to be presented at open houses and public hearings statewide. Mr. Shultz stated that no suggestions for change to system accountability have been received, other than a suggestion by Roc Arnett. He stated that the Task Force assumed that MAG wants to keep the same management system in place. Chairman Rimsza confirmed that was a safe assumption. Mr. Shultz offered his apologies that all Task Force members were unable to attend the joint meeting, due to the fact that the members are located statewide and needed to attend the Task Force meeting the next day. He indicated that there may be an opportunity for the Task Force to meet with MAG at a later date.

Mr. Shultz stated that the Task Force looked at all parts of the state, and considered that towns that used to be rural have become urbanized. The Task Force decided that members of the State Transportation Board, instead of a district system, would be appointed at large by the Governor.

Mr. Shultz stated that studies by the Task Force concluded that transit, express bus, freeway systems and road corridors should be identified and constructed regionally. He indicated that this conclusion was the basis of establishing a governing board. Mr. Shultz noted that this board would have implementation, statutory, and taxing authority. Mr. Shultz stated that the maximizing the capacity of existing roadways is needed.

Mayor Scruggs asked who would decide which roads would be widened. She expressed concern that the economies of some jurisdictions could not withstand the destruction of their tax base and impact on their quality of life that could result from widening. Mr. Shultz stated that the district would be responsible for operations and maintenance of roadways. Mayor Scruggs stated that a Road of Regional Significance passes through many cities, and the decision for widening would be made by a five to six member body. Mr. Shultz stated that each jurisdiction would participate in the planning and development of Roads of Regional Significance to accomplish the objective of maximum capacity. Mayor Scruggs noted that cities would participate, but the body would have the authority to make final determinations. She stated that this runs contrary to other goals to keep people in neighborhoods and small businesses operating. She stated that there are quality of life, viability and preservation of communities issues. Mayor Scruggs stated that the Roads of Regional Significance model needs to respect these aspects. She expressed the desire to preserve communities and not create throwaway neighborhoods. Mayor Scruggs stated that there was insufficient time at the meeting to discuss the difficulties encountered over the past decade on implementing transit, because an unincorporated body has been preventing it.

Chairman Rimsza asked which other regions would have a governing board. Mr. Shultz replied that the Pima County region would also have a board. Any other part of the state could voluntarily choose to organize as a regional transportation district with taxing authority. Chairman Rimsza noted that this could involve the establishment of ten more bodies in the state. Mr. Shultz stated that although the concept of regional planning is valid for non-urban areas, the application is best in urban areas. He stated that the need to build capacity on existing roadways and ensure alternatives are objectives of the Task Force. Mr. Shultz commented on the development of a model to assure this. Chairman

Rimsza stated that the problem is that this approach puts the capacity as the only priority, which significantly discounts life style, a major issue.

Mayor Drake asked how MAG would co-exist with the establishment of a governing board. Chairman Rimsza stated that MAG could not support a governing board, which would add another layer of government. He expressed his disappointment that discussion centered on the governance issue, when roadway needs and funding require discussion. Chairman Rimsza commented that the Chair of the Governance Committee does not even reside in Maricopa County.

Mayor Scruggs stated that the City of Glendale decided not to abandon their downtown. She explained how the City fought to revitalize the downtown area by pouring in a lot of money for restoration. Many small business have invested in the area. Mayor Scruggs stated that their efforts have been recognized nationally as a model for downtown revitalization. She stated that Glendale Avenue is a Road of Regional Significance identified by the Task Force as needing more capacity. According to what she understands about the objectives of the Task Force, the district would rip up the downtown area in order to accomplish capacity. Mr. Shultz stated that is not the intention or the consequence. He stated that land use issues and transportation issues go hand in glove, although there are sometimes tradeoffs. Mr. Shultz stated that the plan would pay attention to land use and ensure maximum capacity.

Chairman Rimsza asked if land use or capacity would be the priority. Mr. Shultz replied that land use and capacity go hand in glove and neither would have priority over the other. Chairman Rimsza responded that is exactly what the cities are already doing now in addressing transportation and a district would add nothing.

Chairman Rimsza announced that the Executive Committee had to leave to attend their Committee meeting at noon.

There being no further business, the meeting adjourned at 12:00 p.m.

Chairman

Secretary